



Select Committee on Strategic Transportation Planning
and Long Term Funding Solutions

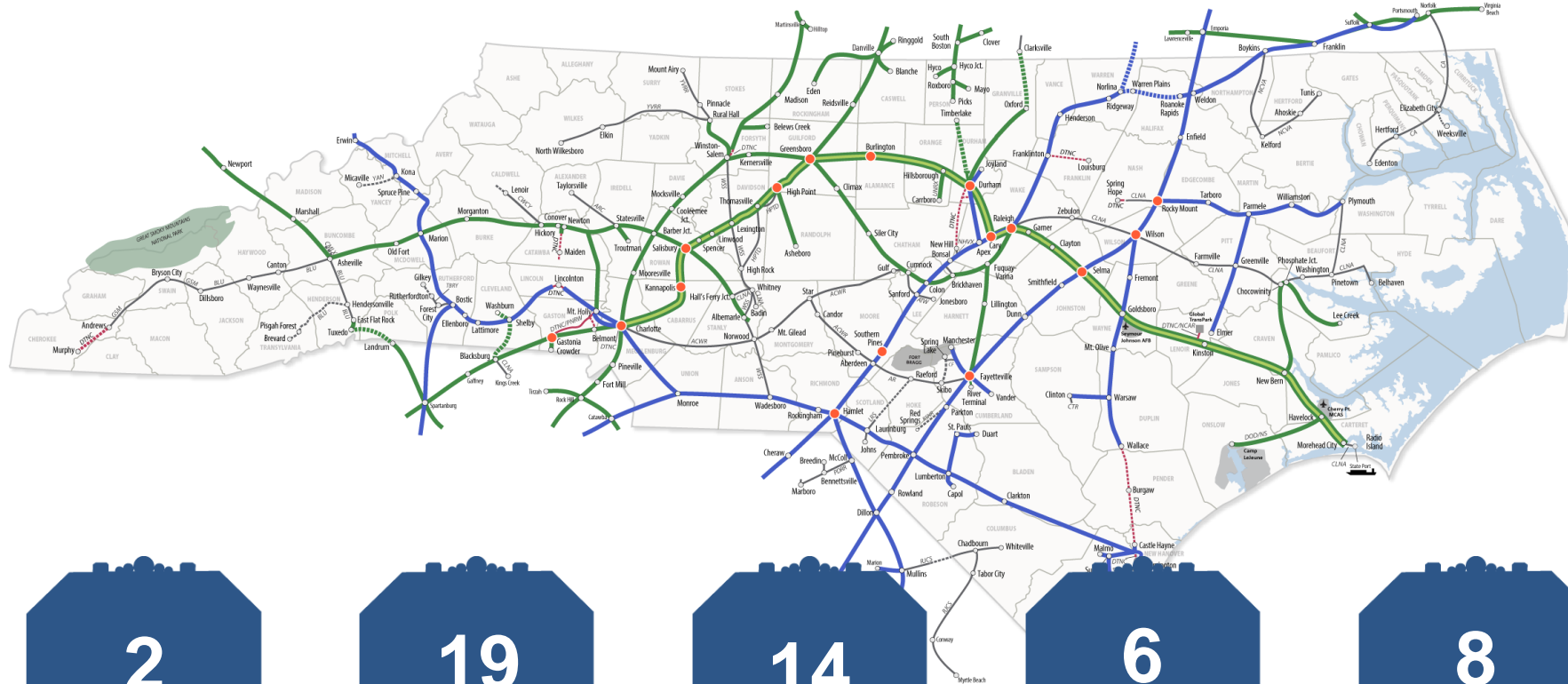
January 4, 2015

NCDOT Rail Division

Paul Worley, NCDOT Rail Division Director



Railroads Operate in 86 of 100 Counties



2

Class I
Railroads
2,323 miles

19

Short Line
Railroads
956 miles

14

State-owned
Corridors
109 miles

6

Daily State
Supported
Trains

8

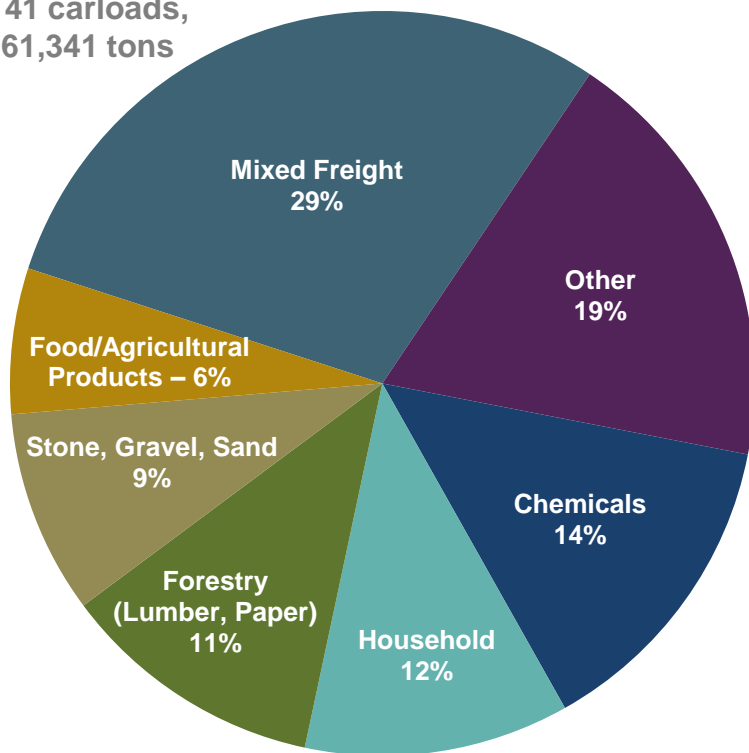
Daily Amtrak
Thru-
Trains

Freight Rail Traffic

Source: Association of American Railroads, 2013

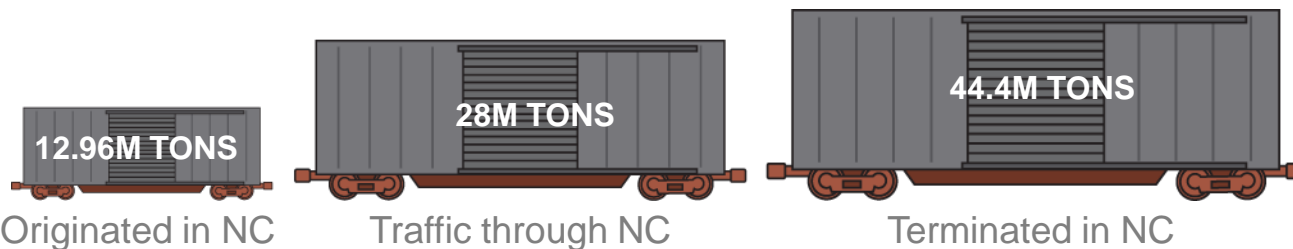
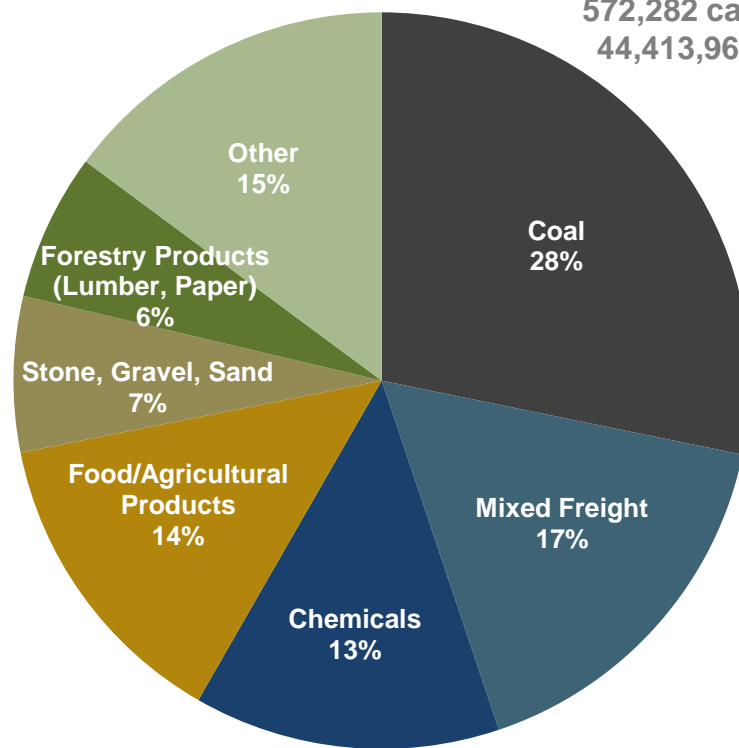
Originated in NC

276,141 carloads,
12,961,341 tons



Terminated in NC

572,282 carloads,
44,413,961 tons



Train Economics

- One train can carry as much freight as several hundred trucks
- Reduces long-distance truck volumes on highways
- 75% of trips are more than 440 miles in distance and heavy loads

It would take approximately

+ 4.6 Million

additional trucks to handle the
82 Million Tons of freight


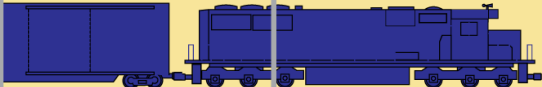


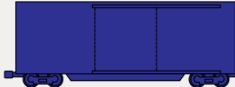



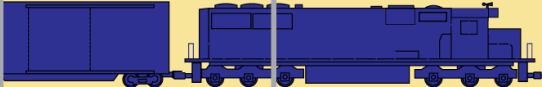







that originate in, terminate
in or moved through North
Carolina by rail each year.



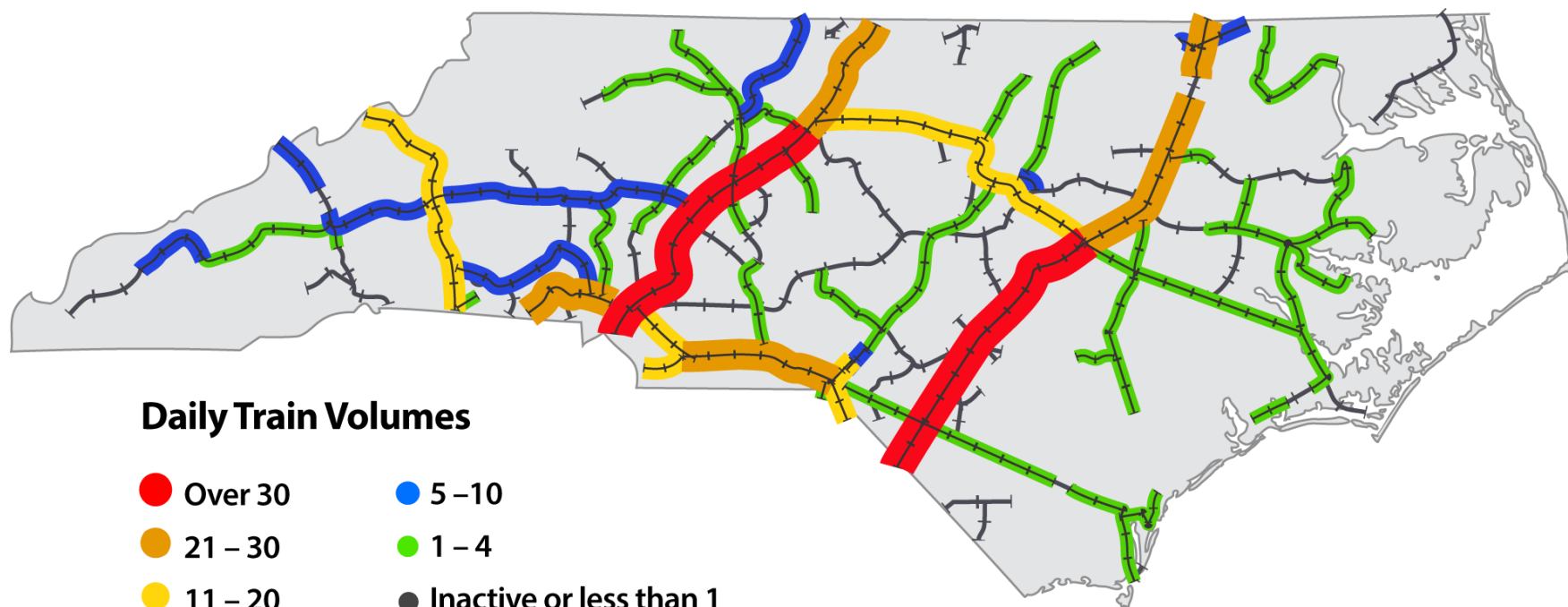
Photo: Adam Shultz

The Role of Rail

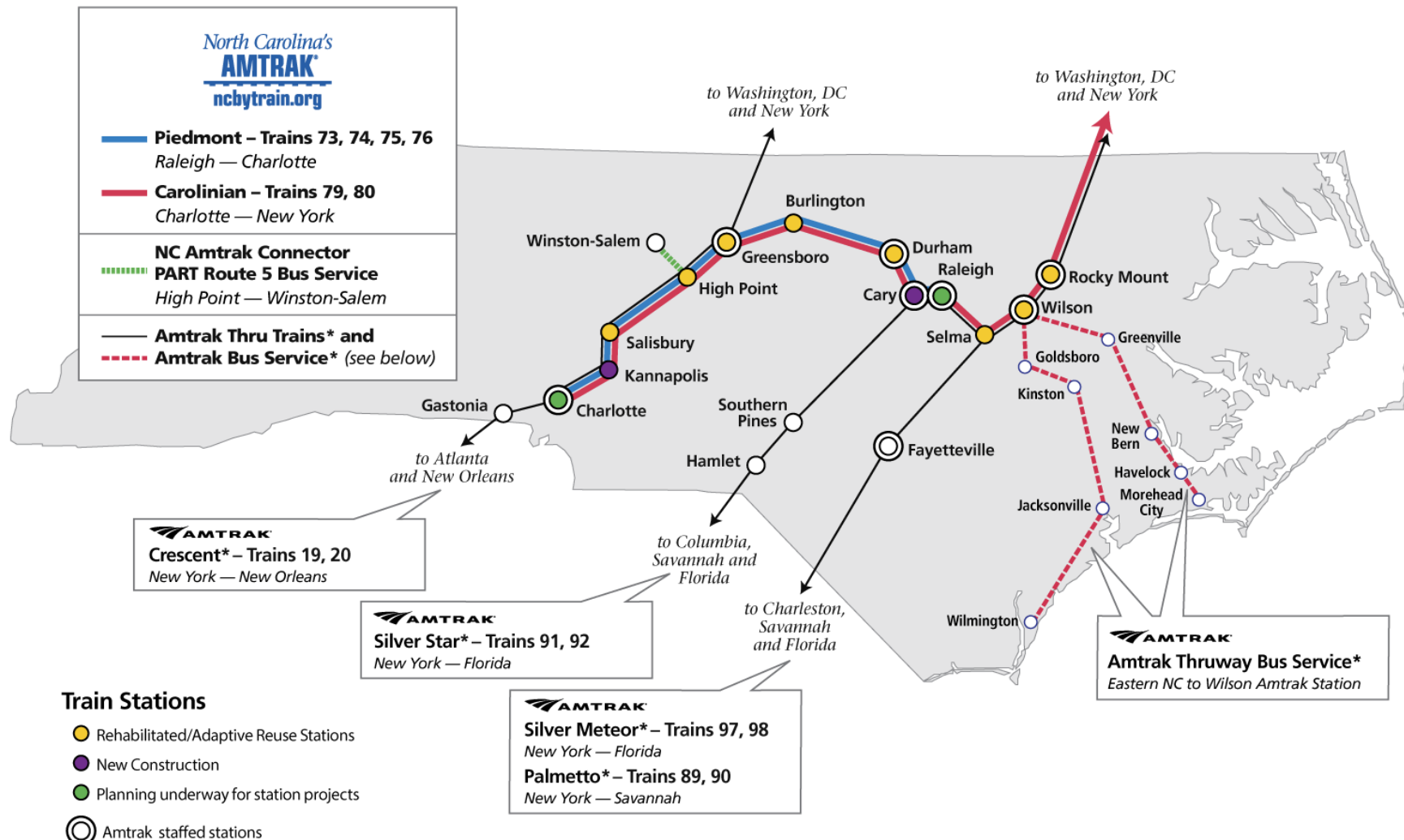
The potential advantage of different modes with respect to weight and distance

Intercity Distance		0 mi.	250 mi.	500 mi.	>2000 mi.
Weight	LIGHT			 	
	MODERATE	 	 	 	
	HEAVY	 	 		

2015 Train Volumes in North Carolina



Current Passenger Service

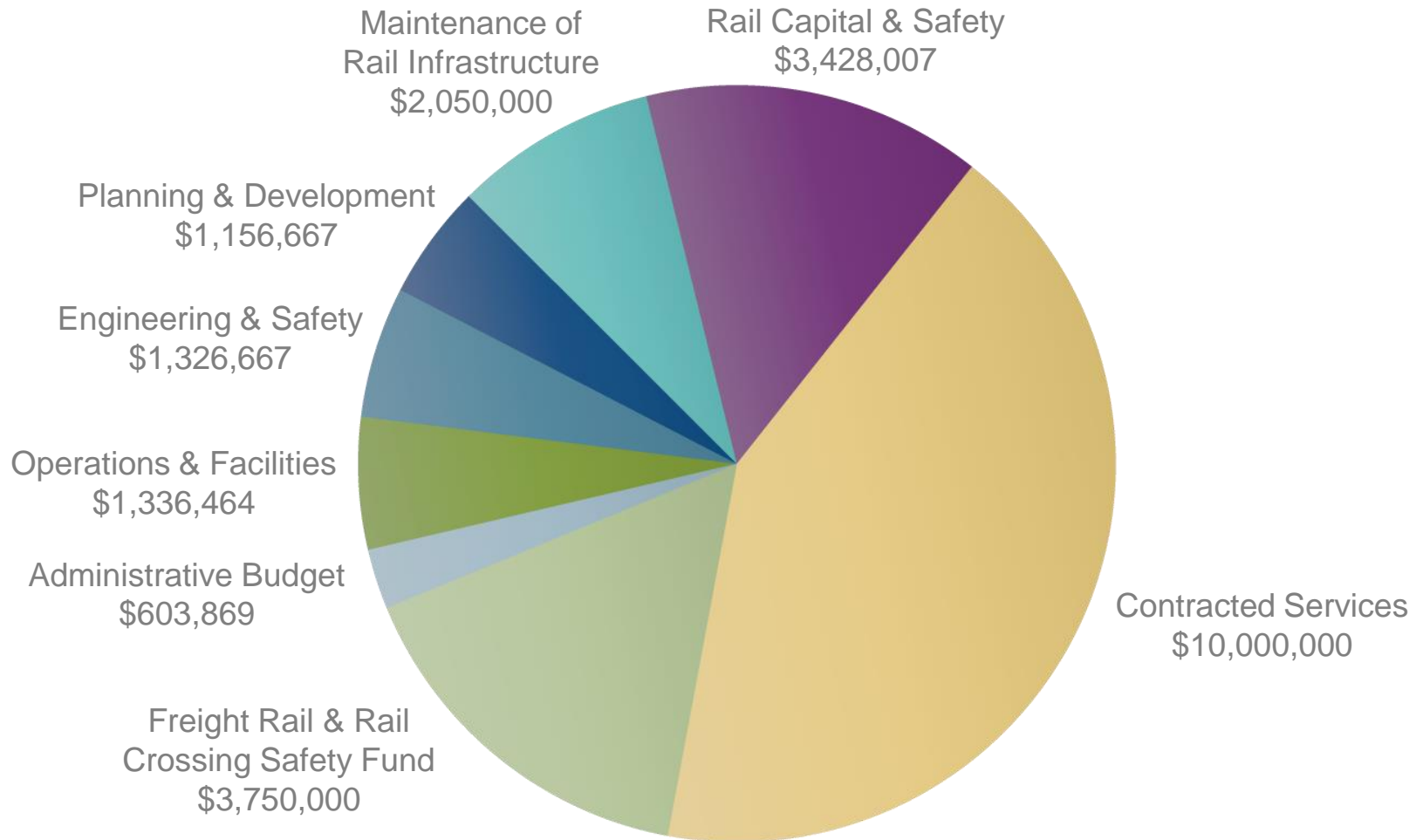


The Economic Impact of Rail in North Carolina

	Freight (2014 Dollars)	Passenger (2014 Dollars)
User Cost Savings (Shipper)	\$1,496M	-
Amtrak Wages and Purchases	-	\$89M
Tourist Spending	-	*\$2M
GSMR Direct Wages and Purchases		\$6M
GSMR Tourist Direct Spending		\$16M
Pavement Savings	\$96M	\$4M
Congestion Savings	\$162M	\$4M
Total	\$1,754M	\$121M

**Tourist spending, pavement savings, congestion savings, auto emissions, and safety for passenger rail are based on trips to NC that would not have been made without rail.*

Rail Division – 2016 State Funding – \$23,651,674



Rail Plan Recommendations – Freight

- Safety improvements along Investment Tier corridors (heavy freight traffic and serving our ports)
- Capacity improvements at/near intermodal terminals
- Evaluate competitive intermodal service to Eastern NC and the Triangle, considering agriculture, cold storage and manufacturing
- Study major railroad improvements – Kinston to Morehead City; access to Wilmington
- Continue to seek partnerships for restoration of Wallace-Castle Hayne segment (Port of Wilmington)
- Serve emerging markets
- Preserve corridors – active and inactive



Short Line Freight Program – Identified Projects and Costs

Based on 11 Short Line Survey Responses

Funding Needs By Time Period

Short Line Projects and Needs

Eligible for Funding by FRRCSI

0-5 Years

6-10 Years

11-20 Years

Bridges

\$53,524,000

\$3,200,000

\$21,692,000

Rail

\$4,838,000

\$11,413,000

\$27,600,000

Ties and Surfacing

\$13,834,000

\$14,072,000

\$29,544,000

Additional Capacity

\$15,500,000

\$4,650,000

\$1,300,000

Rail Yards

\$1,100,000

\$1,600,000

Transloads

\$2,360,000

\$500,000

Other Needs

\$3,270,000

\$34,035,000

\$2,070,000

Total *

\$94,426,000

\$69,470,000

\$82,206,000

*Includes projects such as improvements of bridges and culverts, track structure, crossing surfaces, interchange points, rail yards and transfer facilities

Freight Program – Funding Needs and Sources

Class I Projects and Needs – in 2016-2025 STIP (STI P3.0)	0-5 Years
New Norfolk Southern TBT (Bulk Terminal) Facility in Charlotte	\$976,000
Container parking / storage adjacent to Norfolk Southern's Greensboro Intermodal Facility (converts former Roundhouse property)	\$1,695,000
CSXT – 10,000 foot siding extension at Stouts in Union County. Creates passing siding on segment of single track that benefits general freight and intermodal traffic	\$10,600,000
Upgrade NS rail line paralleling US 52 in Albemarle (Stanly County) to allow for freight	\$2,126,000
Grade separation of Rogers Road and railroad tracks in Wake Forest	\$10,890,000
Subtotal	\$26,287,000
Funded by State	\$19,438,000
Funded by CSXT	\$5,300,000
Funded by NS	\$1,549,000
Additional Near, Mid, and Long-term Class I freight rail projects: (2015-2040)*	\$1.1B

*Includes projects such as track improvements/new access, intermodal and rail yard improvements, crossing safety and grade separations, corridor preservation and energy development support.

Freight Rail & Rail Crossing Safety Improvement Fund



- Established 2013 under NCGS §124-5.1 and funded by annual NCRR cash dividends
- \$26.7M allocated to date
 - \$19.2M SFY 2014
 - \$3.75M SFY 2015
 - \$3.75M SFY 2016

Program goals:

- Make North Carolina's railroads safer
- Meet the needs of existing rail customers
- Address needs of prospective rail customers
- Build to meet the needs of future rail customers in small urban and rural areas



Project Categories & Needs

Funds allocated statewide by NCDOT to projects based on:

- Eligibility
- Needs
- Prioritization methodologies

Track & Infrastructure Improvements

- Short Line Infrastructure Assistance
- Class I Infrastructure Projects
- Federal Grant Matching Funds

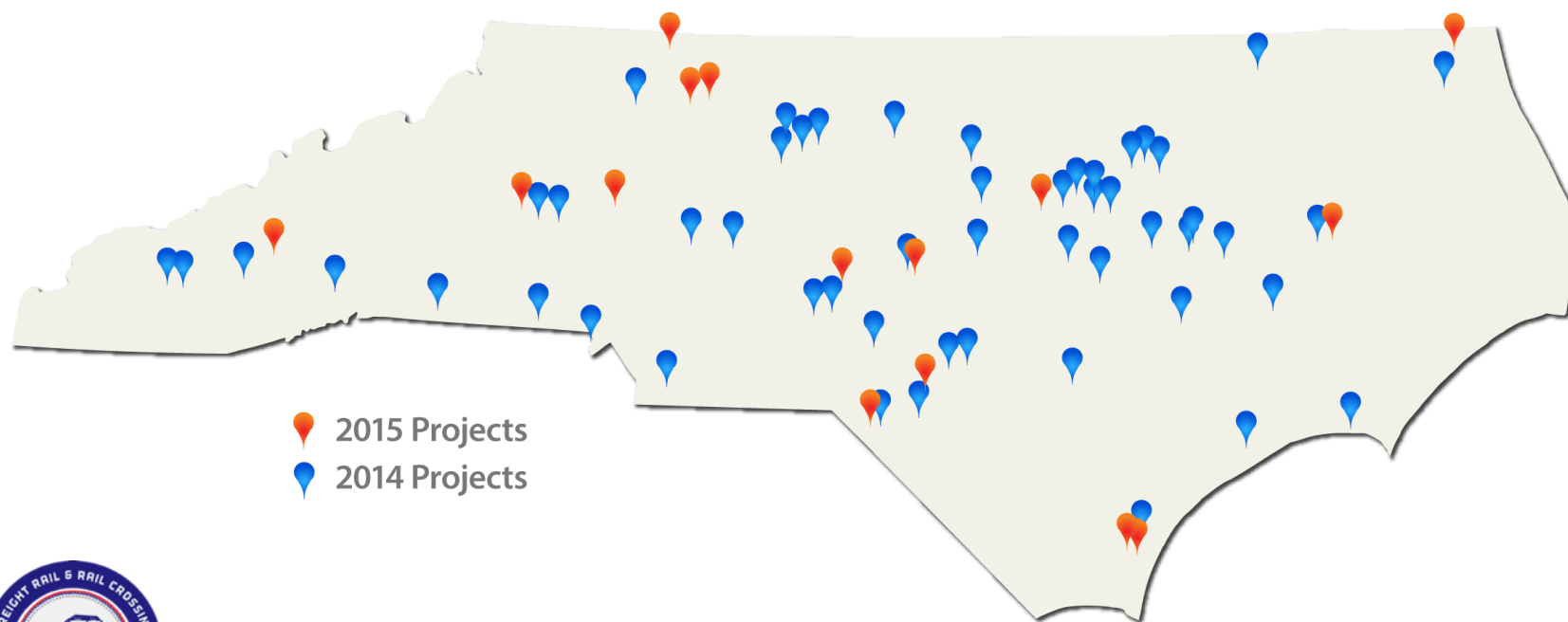
Grade Crossing Protection, Elimination & Signalization Improvements

- Closures
- Corridors
- Signals
- Signage
- Surfaces

Rail Access Improvements

- Discretionary Grant Matching Funds
- Rail Industrial Access
- Military
- Ports
- Industry

FRRCSI Projects – 2014-2015

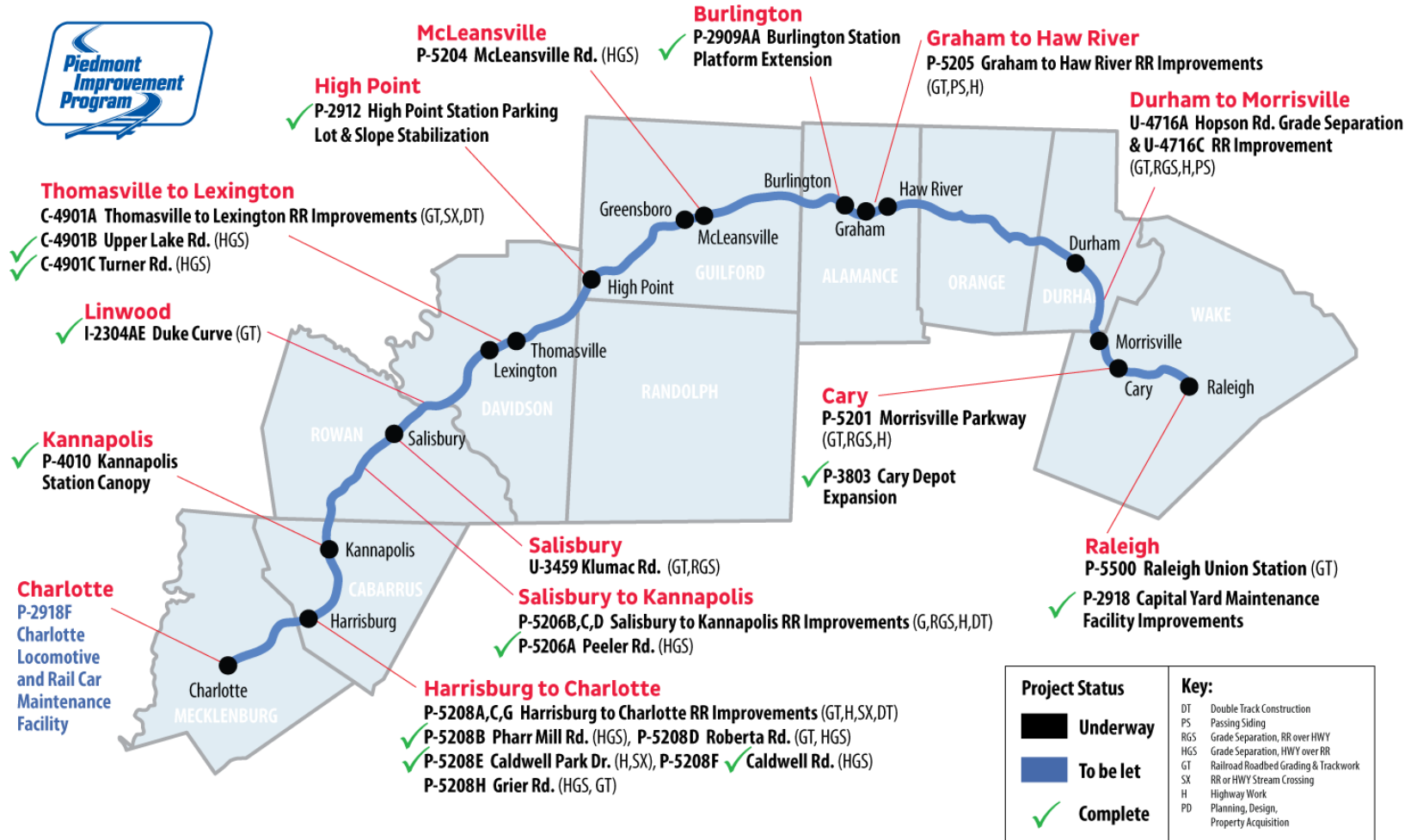


Project Categories 2014-2015

	No. of Projects	FRRCSI Funding	Matching Funding	Total Funding
Track Infrastructure Improvements	24	7.0M	6.2M	13.2M
Crossing Safety & Signal Improvements	31	9.4M	0.1M	9.5M
Rail Access Improvements	25	6.5M	15.5M	22.0M
Program Grand Total	80	22.9M	21.8M	44.7M

Piedmont Improvement Program Projects

\$352.8 Million Spent as of Nov. 30, 2015



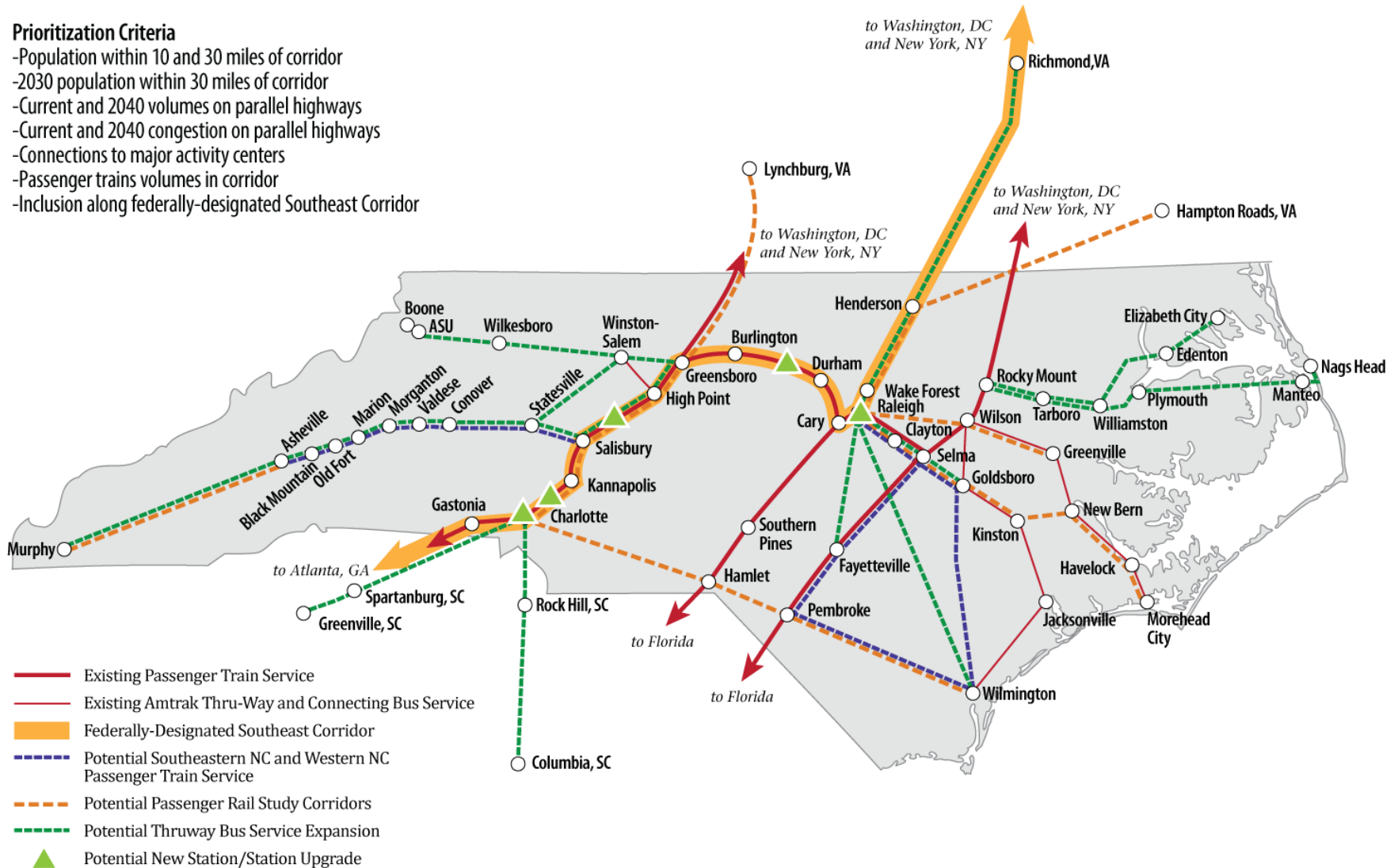
North Carolina's Amtrak – Piedmont Equipment – 7 Locomotives, 11 Railcars, 5 Cab Control Units



Future Passenger Program Development

Prioritization Criteria

- Population within 10 and 30 miles of corridor
- 2030 population within 30 miles of corridor
- Current and 2040 volumes on parallel highways
- Current and 2040 congestion on parallel highways
- Connections to major activity centers
- Passenger trains volumes in corridor
- Inclusion along federally-designated Southeast Corridor



Passenger Program – Funding Needs and Sources

Program	Funding Needs	Funding Sources	Timeframe
Southeast Corridor – Fourth and Fifth Frequencies			
Implement Positive Train Control (PTC) (8 locomotives, 5 CCU, 4 spares)	\$2,125,000	State O&M	2016
Ongoing maintenance for PTC	\$150,000/yr.	State O&M	2016-future
Hillsborough Station and track improvements	\$8,400,000	STI/ Other (TTA), Local	2018
5 th Frequency – Expansion of Capital Yard; new equipment (<i>loco, CCU, lounge, coach</i>)	\$35,400,000	Federal, STI	2019
Southeast Corridor – Service Improvements, Piedmont Corridor			
New Stations at Lexington, Harrisburg, associated track upgrades to class 5 (90 MPH), station improvements	\$237,400,000	Federal, STI, Local	2022-2035
Charlotte Gateway Station (and associated track improvements)	\$210,000,000	Public-Private Partnership, FTA grant, Federal, STI, Local funds	2020-2030
Southeast Corridor – Full Implementation			
Full Southeast Corridor Implementation (Charlotte-Greensboro-Raleigh-Richmond)	\$4,451,000,000	Federal, STI, Public-Private Partnerships	2025-2030
Eastern North Carolina Service			
Station improvements (<i>Fayetteville, Wilson, Selma</i>) to accommodate growing ridership	\$2,500,000	Federal, STI	2018-2025
Potential Connecting Services			
Western NC Passenger Service (<i>Salisbury to Asheville</i>)	TBD	Federal, STI, O&M, Local	2018 (Thruway Bus Service) 2035 (Rail)
Southeastern NC Passenger Service (<i>Raleigh to Wilmington</i>)(Amtrak currently provides Thruway Bus service between Wilson and Wilmington)	TBD	Federal, STI, Local	2035 (Rail)

Questions?

